

MOTOR RACING

And ECONOMY
CAR NEWS

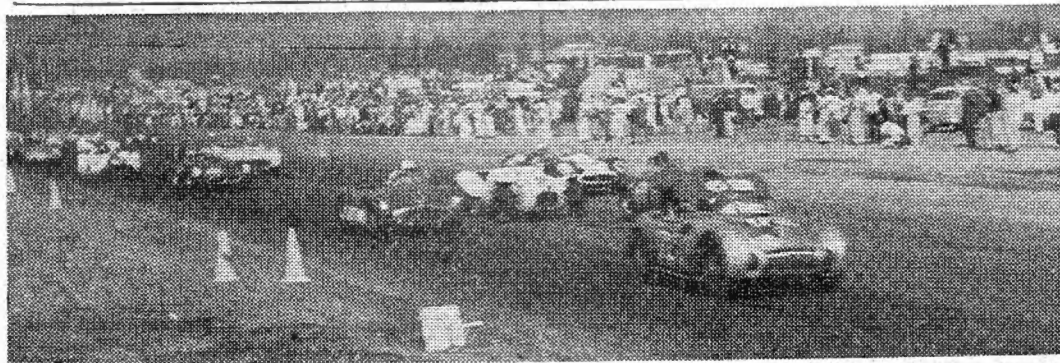


**THEY'RE OFF
AND ROARING
IN POMONA
GRAND PRIX**

Vol. 4—No. 11—Culver City, Calif.

March 20-27, 1959

(Published Bi-Weekly except last issue of Calendar Year) 15c Cheap



HEADING FOR turn 1 on 1st lap, the field of 37 cars cut loose with a deafening blast. Heading the parade here is Jerry Unser, followed by Dan Gurney, Chuck Daigh, Max Balchowsky, Carroll Shelby, etc. (MOTORACING Photo by Charles Metcalf)

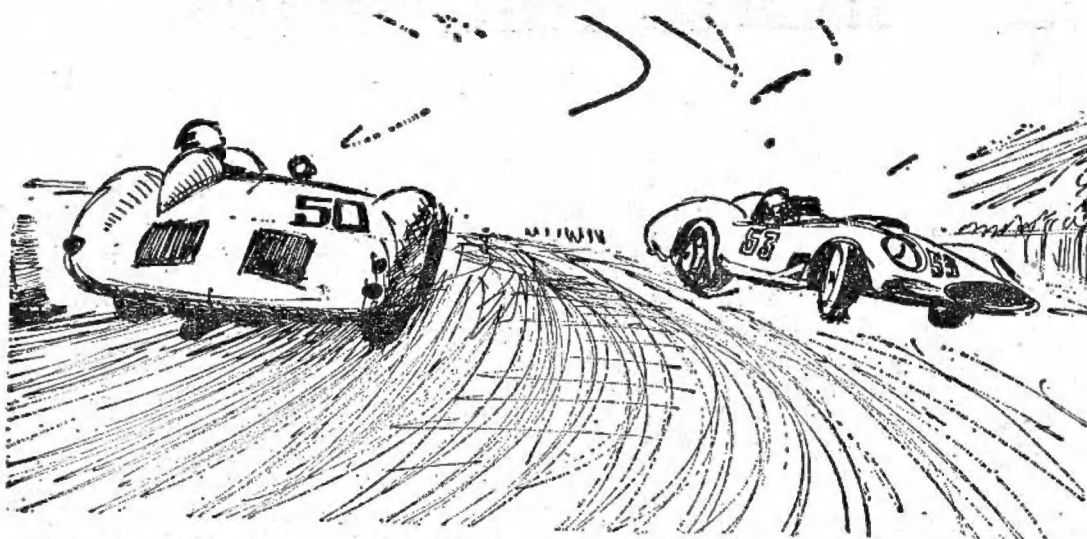


THROUGH TUNNEL Into turn 3, the field on that 1st lap shapes up as Unser, Gurney, Balchowsky, Shelby, Daigh, Krause, Jeffords, etc. (MOTORACING Photo by George Woods)

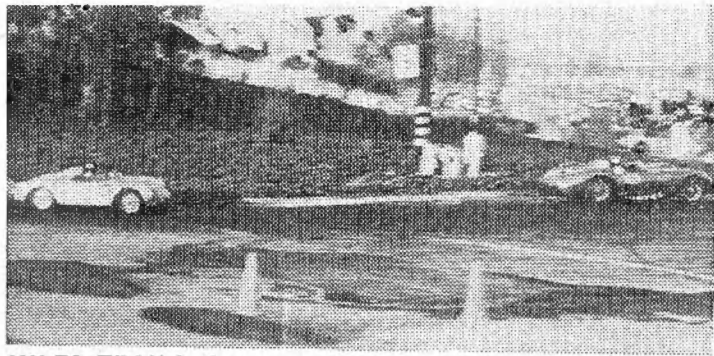


KEN MILES gets the checkered flag from Starter Arnie Cane for victory in 150-mile \$15,000 Pomona Grand Prix, March 8. Miles drove Porsche RS, earned \$4500. (MOTORACING Photo by Charles Metcalf)

Scenes at Pomona Grand Prix



ARTIST STAN MOTT catches the action as Krause blows right rear tire and spins, enabling Miles' Porsche (50) to take lead on 73rd lap of 75-lap race. He went on to win.



MILES TRAILS Krause through turn 3. (MOTORACING Photo by W.R.C. Shedenhelm)

On the Inside

Look for tighter supervision in future races having the USAC tie-in. Officials asked that the flagstand, which caused so much trouble in the Kessler-Pomona accident, be moved back. This was refused.

Classified	7
Dear Gus	4
In The News	3
Letters to the Editor	2
Personals	7
Pomona Charts, Qualifying	5-6
Rally 'Round, Results	4
Sebring Entries	5
Short Takes	7
Slightly Modified	2
Vignettes	1-3
West Coast Driver Standings	5

Vignettes

- Whistle Blowing
- Lance Upset
- Kessler's Crash

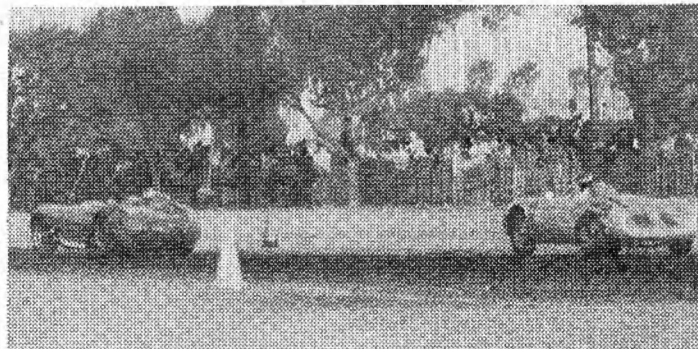
By Gus V. Vignolle

EVER SINCE we took our first Mafia correspondence course until now, when we send do-it-yourself brain surgery kits to people that don't move us, we have never blown the whistle.

Even when a fringe human being, on the edge of illiteracy, "wrote" in December of 1957 that MOTORACING was about to fold, we told the mouthpiece to lay off the nogoodnik. The mouthpiece said it was a natural for a suit.

But today we are in the position of being forced to blow the whistle on young Lance Reventlow, who has gained as much renown for his popoffs at Riverside and Nassau as for his driving.

The dear boy was upset over my running photos and drawings of his Formula 1 car... so much so that he instructed his attorney (Continued on Page 3, Cols. 1-2)



SECONDS AFTER this shot was taken, heading toward turn 4, Miles shot into lead. (MOTORACING Photo by Gus V. Vignolle)

\$15,000 POMONA GP:

Miles Wins; Seven Hurt

BY GUS V. VIGNOLLE

POMONA, Calif., March 8.—Seven persons—one driver, 3 course flagmen, a race official and 2 spectators—wound up in the hospital this weekend as the result of 2 accidents that marred the 150-mile \$15,000 Grand Prix, which was won here today by Ken Miles, Hollywood, in a small Porsche RS.

At the end of the 9th lap of today's feature, Bruce Kessler, 23, driving a Chevy-Sadler Spl., hit an oil slick left by Max Balchowsky's Buick Spl., booming wildly out of control. He was flying at more than 100mph.

The accident happened on the main straight in front of the officials' stand. The car smashed into hay bales and skidded more than 200 feet, striking the officials' flagstand and 2 parked vehicles.

Most seriously injured was Virginia Beers of the Women's Sports Car Club, who operates a sports car film business. She suffered

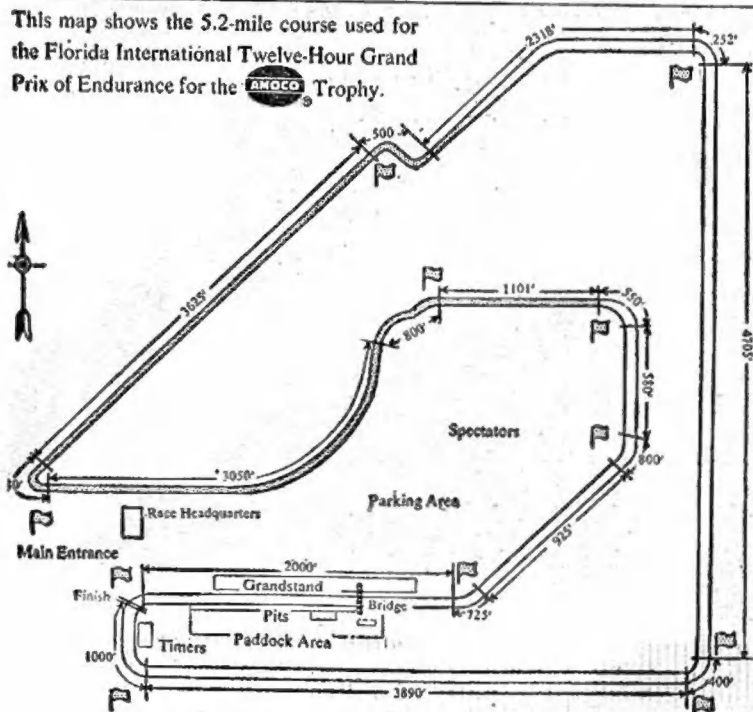
Charts and Pomona Clipboard, Pg. 6; qualifying times, Pg. 5; other photos, Front Cover, Pg. 6.

leg injuries, one badly crushed and the other fractured in 2 places. She is in Pomona Valley Community Hospital.

Kessler Now Home

Kessler is now home after suffering a cracked rib, lacerated lung, severe bruises and skin burns and a concussion.

Joe Weissman, of one of the sponsoring clubs (CSCC), was struck by flying debris and suffered severe facial cuts and (Continued on Page 5, Col. 3)



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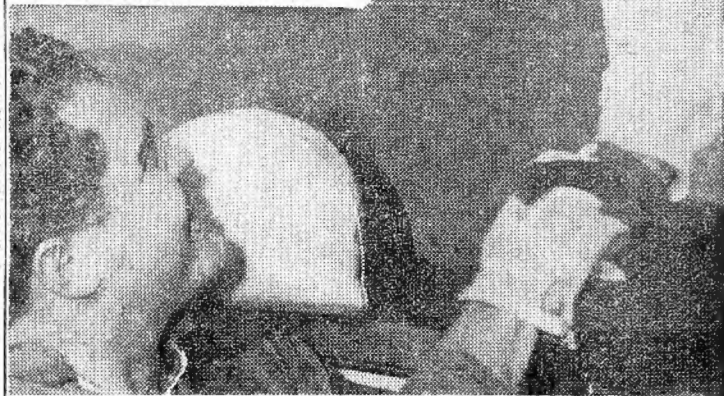
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PHIL HILL (with Dan Gurney), Ferrari, is one of Saturday's Sebring favorites.



JACK McAFEE, left, and Ken Miles form rugged combo in Porsche RSK at the 12-hour Sebring enduro March 21. (Photo by Lester Nehamkin)

Sebring Race Sat.

SEBRING, FLA., March 18. — America's No. 1 sports car race, counting for the manufacturer's world championship, comes off Saturday morning, March 21, over a 5.2-mile airport course in this central Florida town. It is a 12-hour Endurance classic, starting at 10 a.m. (EST).

One of the favorites is a factory Ferrari with 2 California drivers, Phil Hill, Santa Monica, and Dan Gurney, Riverside. Hill and the late Peter Collins won here last year.

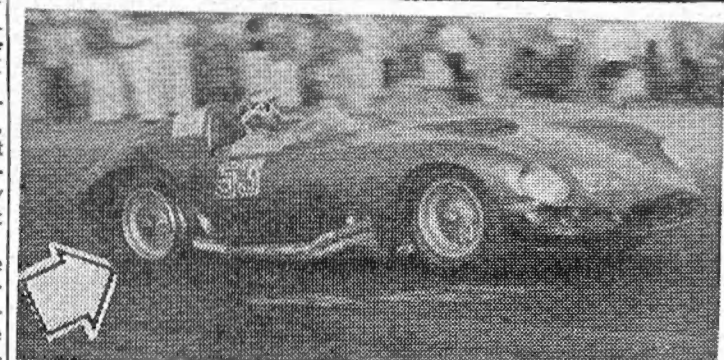
Other Ferrari factory tandems: Olivier Gendebien, Belgium,

ENTRIES . . . Page 5

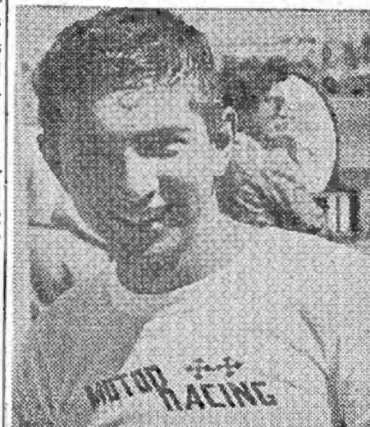
and Chuck Daigh, Long Beach, Calif., and Jean Behra, France, and Tony Brooks, England.

The 2 famous Rodriguez brothers, Ricardo, 17, and Pedro, 19, of Mexico City, have been okayed to race. Pedro will be in a Ferrari for the No. American Racing Team with Paul O'Shea, Rye, N.Y., noted Mercedes driver.

Young Ricardo was scheduled to drive an OSCA with Bruce Kessler, who was injured last week at Pomona. At this time (Continued on Page 4)



KRAUSE'S MASERATI limps around to finish after tire blew (arrow). (MOTORACING Photo by Charles Metcalf)



AT SEBRING, Ricardo Rodriguez, left, races an OSCA. At press-time, co-pilot was unknown. Brother Pedro, right, goes in Ferrari with Paul O'Shea.

SLIGHTLY MODIFIED

By W. R. C. Shedenhelm



The reason given for the cancellation of the April 4-5 races at Palm Out Springs is that the Chamber of Commerce has scheduled a circus for that week-end. Lord knows that we are always fair and just in our opinions, but we would hazard the belief that for all practical purposes there is a circus in Garishville all the time. We have been visiting the Swamp in the Desert for well over 30 years and are sure that an accurate census would show an exceeding large number of clowns and bufons amongst the town's businessmen.

Words, Words, Words

In reading newspaper reports of accidents, we frequently find ourselves getting off into daydream worlds of morbid whimsy, what with having read Korzibsky and Hayakawa and all that jazz. The article will say, "Joe Fosterus was not seriously injured." In thinking about it, we begin to speculate on whether or not this means that he was humorously injured, like, maybe with a custard pie in the face or a hit on the head with a cackle bladder.

Or someone suffers a "badly broken leg," which, we take it, is

much worse than a goodly or a pleasantly broken leg.

Anyone for an amusing case of leprosy?

New Regulations

The Board wishes to announce that several new and/or amended regulations will be enforced during the balance of 1959.

Rule 1: Beer consumed during practice does not count towards Competition Points.

Rule 2: Competitors must use tank-up fuel readily available to the general public.

Rule 3: The new class breakdown will be Under 11 Ounces, Over 11 Ounces and Unlimited Category. Ale will run in normal displacement classes; malt liquor will run in the next smaller class. Quarts will run in the Unrestricted Class.

Rule 4: Some of the more important flag signals follow:

a) Red flag with brown stripes — beer on course, no passing.

b) Brown flag with red stripes — a competitor has spun out. Caution.

c) Brown flag without red stripes — You are leaking fuel; check with your pits.

Rule 5: All contestants must arrive at the course under their own power and may NOT be towed on trailers or carried in vans.

Past Winners — Sebring, Florida International Sports Car Races

Dec. 31, 1950 — 6-hour race — 401.7 miles (tie). Speed 66.95mph. Cadillac-Allard — Fred Wacker and Frank Burrell. Cadillac-Allard — Jay Davidson and George Weaver. Index of Performance: Crosley Hot Shot — Fritz Koster and Bobby Deshon, 288.3 miles.

March 15, 1952 — 12 hours — 754 miles. Speed 62.83mph. Frazer-Nash — Harry Grey and Larry Kulok. Index of Performance: DB — Rene Bonnet, Steve Lansing and Ward Morehouse, 676 miles.

March 8, 1953 — 12 hours — 899.6 miles. Speed 74.96mph. Cunningham CR4 — John Fitch and Phil Walters. Index of Performance — DB Panhard — Rene Bonnet and Ward Morehouse.

March 7, 1954 — 12 hours — 883.6 miles. Speed 73.63mph. Osca — Stirling Moss and Bill Lloyd. Index of Performance: Osca — Stirling Moss and Bill Lloyd, 883.6 miles.

March 13, 1955 — 12 hours — 946.4 miles. Speed 78.86mph. D-Jaguar — Mike Hawthorn and Phil Walters. Index of Performance: Ferrari — Phil Hill and Carroll Shelby, 946.3 miles.

March 24, 1956 — 12 hours — 1,008.8 miles. Speed 84.07mph. Ferrari — Juan Manuel Fangio and Eugenio Castellotti. Index of Performance — Porsche — Baron von Hanstein and Hans Hermann, 946.4 miles.

March 23, 1957 — 12 hours — 1,024.4 miles. Speed 85.36mph. Maserati 4.5 liter — Juan Manuel Fangio and Jean Behra. Index of Performance: Porsche Spyder — Art Bunker and Charlie Wallace, 962 miles.

March 22, 1958 — 12 hours — 1,040 miles. Speed 86.6mph. Ferrari — Peter Collins and Phil Hill. Index of Performance: Osca — Alejandro and Isabelle deTomaso and Robert Ferguson, 910 miles. Grand Turismo winner: Ferrari, Paul O'Shea and Bruce Kessler, 930.8 miles. Fastest lap record: Aston-Martin-Stirling Moss, 930.8 miles. 1958, 31st lap, 161.2 miles, 3 minutes, 20 seconds, 93.6 mph.

Nix Nixes Field in Corvette

BY TOM WILSON

VACAVILLE, Calif., March 15 — Bob Nix, of Hayward, was the winner of today's 25-lap main event in the SF SCCA non-spectator races. His Corvette took the lead at the start and was never headed. Hugh Harn, Tiburon Corvette pilot, was hot on his trail, but never quite made the grade. Sam Weiss was a rear rank starter, worked his G.T. Carrera into 3rd but could not catch the bigger iron. Just as Sam took the checkered flag, his oil pressure switch fell off and he crossed the finish line in a cloud of smoke.

The under 2000cc, semi-main was won by a new face in western racing. Don Wester, recent arrival from Flint, Mich., and the N. E. Michigan Region, was

forced to catch a flock of Mark 11 Lotuses and led the show to the checkered flag in the ex-Tracy Bird 550 Spyder.

Arthur Snyder, of Gardena, put out a fast and clever race to take the 2nd in the Mark 11 Lotus. This spot also gave him the 1st in class G. He was followed by Leon Robertson, Porsche 550. Both Wester and Robertson started in the rear due to failure to qualify for post positions.

Stan Peterson, Lotus, led until the 23rd lap, when he conked out but took 2nd in class G due to some good head work and a timely push across the finish line, after the checkered flag.

Charlotte Duncan, Lotus, won Saturday, womens race, and Prudence Baxter, Lotus, took today's race.

LETTERS TO MOTORACING:

Readers Laud FI Layout

'AHEAD OF THE FIELD'

As a female racing fan I have always watched with interest the career of Lance Reventlow. I always notice that MOTORACING seems to be ahead of the field in reporting the latest activities of this motivated playboy.

I was, therefore, not too surprised to pick up your Mar. 6-13 issue and find complete photo coverage of Lance's new Formula 1 car—diagrams, construction shots, finished products—the works—well before complete news of this car appeared in any other periodical, etc.

My congratulations to MOTORACING on this scoop—didn't you manage a similar scoop on the Scarabs? And I know MOTORACING will continue its alert coverage—also entertaining—of the sports car field.

Marguerite Cook

Los Angeles 27

PS: I am not going to Sebring this year, as I do not have a duplicate key to Fort Knox. If you go, please let us know if lodging for the race—Southern hospitality style—costs as much this year as a month's rent at the Hilton.

'STORY, PHOTOS GREAT'

Your story and pictures of the Reventlow Formula 1 car were great. Saw MOTORACING for the first time two days ago, and I forthwith enter my subscription. Of course, I won't always be expecting such sensational news as the above, but if the reporting is at the same high caliber, I'll be well satisfied.

John Trout

Los Angeles 36

PRAISE FOR COVER

My congratulations to you for your most interesting coverage of the Reventlow Formula 1 Grand Prix car.

I saw MOTORACING at the Examiner Pomona Races, and your excellent cover, featuring the car, seemed to attract as much attention as the actual cars competing in the races that day.

The article inside was most informative, too. All in all, MOTORACING scored a notable first—the first story of the first American Formula 1 Grand Prix racer in a generation. Thanks.

Bud Hammer

W. Los Angeles

THE SENATOR WRITES

Thank you for the kind expression conveyed in your recent letter concerning my health. Your generous and sympathetic interest has added to my gratitude for being here.

As requested, I am enclosing a copy of my recent article about automobile racing which appeared in MECHANIX ILLUSTRATED of January 1959.

Richard L. Neuberger

United States Senator

STEAR'S CONCOURS

Results of the concours d'elegance held for benefit of the Leukemia Foundation last Sunday at Stear's restaurant:

Model A Fords — Claude Grow: Sports cars \$4501-\$10,000 — Don Ricardo, M-B 300-SL: Sports cars under \$2500 — Linda Morris, MGTC: Sports racing — G. Bell, OSCA: Motor scooters — G. Bow, Prima NSU: Passenger cars under \$2500 — S. Ladin, Chevrolet Impala: Hot rods — Wiese, Ford: Novices — R. Smith, Porsche: Passenger cars \$5001 up — R. Christie, Mercedes: Sports cars over \$10,000 — A. Maich, Ferrari: Antique cars (prior to 1915) — Dick Alexander, Lozier: Pre-war American cars — Otto Zipper, Mercedes-Benz 540K: Passenger cars, \$2501-\$5000 — Marion Weber, Fiat Abarth Zagato: Sports cars, \$2501-\$4500 — Irma Dillender, Austin-Healey: Classic cars — Jack Nethercutt, duPont: Best Mercedes-Benz of the show — Don Ricardo, 300SL coupe: Best entry from Beverly Hills Sports Car Club — John Narber, Jag XK150: Overall best-of-show — Jack Nethercutt, 1930 du Pont town car.

MOBILE BANK

A mobile bank based on a Karrier 'Bantam' 3/4 ton chassis has been supplied to the Standard Bank of South Africa Ltd.

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A Fervent Query From Lance!

Sheppard, Mullin, Richter, Balthis & Hampton
Attorneys at Law

Gentlemen: March 10, 1959
In your issue of March 6-13, 1959 (Vol. 4—No. 10) of MOTORACING, there appears (sic) several pictures which are the property of our client Reventlow Automobiles, Inc. Permission to print these pictures has not been granted to anyone and, therefore, their inclusion in your publication constitutes misappropriation of property.

Inasmuch as these pictures were not delivered to you by Reventlow Automobiles, Inc., please advise us of your source.

As above stated, please take notice that the pictures above described and appearing in your publication constitute misappropriated property.

Very truly yours,

(signed) J. Stanley Mullin
for SHEPPARD, MULLIN, RICHTER,
BALTHIS & HAMPTON

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Vignettes

By Gus V. Vignolle

LANCE REVENTLOW BOILS
KESSLER & SAFETY BELTS

(Continued from Page 1)
neys, one of whom is J. Stanley Mullin, onetime chief of the Cal Club, to drop us a little billet-doux. That's French for a love letter, my dear blossoms.

Turn to Page 2 of this issue and see what it is that dear young Lance and Mr. Mullin seek to learn.

The whistle will come in gradual stages. The best will be saved for later.

Remember Gresvick?

Nearly 4 years ago, when the 1st issue of MOTORACING came out, there was a column titled BENCH RACING. The author was

skin burns all over and a concussion. He said he didn't remember anything for 4 days.

While still at the Waldorf Towers (He'll find out when he gets the bill), I talked with him about safety belts. You'll recall he was injured but escaped a horrifying deal last summer at Le Mans.

There are 2 schools of thought on belts: some claim you are much better off thrown from the car, others say you should be strapped in. Many Europeans don't have much use for belts, pointing out that at terrifying speeds the impact while strapped in will break your neck.



BRUCE KESSLER at speed in the Chevy-powered Sadler Spl. at Pomona. (Photo by Bill Norcross)

a Gresvick von Kneissel, which was the alias, or nom de plume, for Lance Reventlow.

This was when Bruce Kessler was introducing LR to racing. LR was an unspoiled boy who used to come up the office to shoot the breeze. He showed us his driving prowess by booming us around the block in his Mercedes-Benz.

Hairy!

Pundit LR dutifully scratched out his column in longhand, brought it to the office and Ann Evans would decipher and trans-

Both at Le Mans and Pomona, Bruce was thrown clear of the car. "In the flash instant that I knew I was in trouble both times, I unloosed the belt," Bruce recalled. "The first thing I do is release myself, then push myself out of the car."

At Pomona, it looked as though he had been shot from a cannon. It bears out what young Kessler added: "Brother, you have got to do it awful quick."

He said he remembered nothing after impact. "I just remem-



GORDON CROWDER at left with race queen Jayne Mansfield and hubby Mickey Hargitay. Right: Check all the gals who clustered around popular LA SCCA regional exec. (MOTORACING and Lester Nehamkin Photos)

cribe it. It was a rap type of column, and the boy used to get quite a charge because we'd see him at cocktail parties and concours, blithely smiling and chatting with the paisanos on whom he had unmercifully lowered the boom and who wondered who the hell Gresvick von Kneissel was.

Some got it by inference, and to this day they are wondering who Gresvick, or Lance, was lancing. But this will have to wait for another time. The column ran for quite some time.

End whistle blowing (for the nonce).

Bruce Pushed Out

Bruce Kessler, who miraculously escaped with his life at Pomona, is home now after 8 days in the hospital. He wanted very badly to go to Sebring for his ride with Ricardo Rodriguez in one of the factory OSCAs.

But he decided to listen to the medicos and will remain at home for 2 weeks. There is the fear of blackouts. He suffered a cracked rib, lacerated lung, bruises and

ber waking up in the hospital," he said as his mother tried to calm him.

Using His Head

Then he was clear as a bell and with uncanny accuracy recalled future races and exact dates and locations. "I'll be at Sebring," he continued, "then with the Centro Sud Maserati at Goodwood March 30, at Aintree on April 18, and Silverstone May 2."

But then, when he got home, he rationalized: "I would be foolish to race now. I am going to wait until I am positive I am in perfect condition."

The irony of it: did you know that Kessler did not qualify in the Chevy-Sadler Spl? He wanted to start at the tailend. A Cal Club official was against it. He said Bruce had not been one of the invited drivers.

There was a lot of dickering. Finally, one of The Examiner officials gave Kessler the green light.



ALLEN GUIBERSON, who has been named chairman of US-AC's Western Div. Road Racing committee. New office is at Suite 203, 8255 Beverly Blvd., LA 48, WEbster 3-2422.

In the News

HAMPTON WINNER

When the Navy moved into the site of the SF Region's (SCCA) Snow Slalom for maneuvers at Squaw Valley last week, Activities Chairman John Miller changed the event to an impromptu hillclimb.

Over 1600cc — 1. Rod Hampton TR3, (1st overall); 2. Al Chapman, Morgan Plus 4; 3. Ed Gallipeau, TR3; Under 1600cc — 1. Ed Crooks, Alfa, (2nd overall); 2. D. Howard, Porsche; 3. H. Hardin, Porsche.

SEBRING RACE ON CBS RADIO

CBS Radio (KNX 1070 on your dial, in LA) will carry comprehensive broadcasts of the famous 12-hour Sebring sports car race of endurance, Saturday, March 21.

The race starts at 7 a.m. (Pacific Standard Time), 10 a.m. (EST). Broadcasts will be by such experts as Walter Cronkite and Art Peck. PST—6:55-7 a.m. (start), 8:05-8:15, 9:05-9:15, 10:30-10:40, 3:05-3:15 p.m., 4:10-4:20, 6-6:10, 7:15-7:30 (finish).

Bulletins concerning the progress of the race will be carried as part of the network news programs throughout the day.

RACE CALENDAR

MARCH

- 20—Driver-flag school, Thompson, Conn. SCCA, New Eng. reg.
- 21—Sebring 12-hours for sports cars, 10 a. m. (EST).
- 22—USAC midget races, Ascot Stadium, Vermont at 182nd, Gardena, Calif.
- 28-29—Chinney Rock Hillclimb, SCCA, Central Carolina reg.
- 28-29—Mt. Nebo Hillclimb, SCCA, Arkansas reg.

APRIL

- 4—Formula Libre 100-mi. race, Daytona Beach (Fla.) Int'l Speedway.
- 4—Sportsman cars, Gardena Stadium, Western & 139th, Gardena, Calif.
- 4-5—Hourglass Field road races, SCCA, San Diego reg. (unconfirmed)
- 4-5—Pensacola (Fla.) SCCA Nat'l road races, SCCA, Gulf Coast reg.
- 5—1000-km. sports car races, Daytona Beach Int'l Speedway.
- 11-12—Vineland road races, SCCA, So. Jersey reg.
- 11-12—Driver-flag school, Lime Rock, SCCA, New Eng. reg.
- 18-19—Stockton road races, SCCA, SF reg.
- 18-19—Aransas races, Stuttgart, SC-CA, Arkansas reg.
- 18-19—Venice road races, SCCA, Central Florida reg.
- 19—Races, Shelton, Wash., SCCA, NW reg.
- 26—Formula III & motorcycle races, Willow Springs, 500cc Club of Amer. & Amer. Fed. of Motorcyclists.

Trying to check out the rumble from one of my spies that the Grands Prix of Monaco, Holland and France for this season have been cancelled. And the reason! What a jolt! No Mille Miglia, no Argentina, no Sweden, no Venezuela, no Cuba — and now this.

Real good news was to see Gordon Crowder, new RE of LA SCCA, at Pomona. He had only recently been released from the hospital after being seriously injured at Laguna Seca some months ago. He was with his wife, Betty, and looked fine. The gals clustered around him (and even Jayne Mansfield), as notice the photos on this page.



BEAUTIFUL, LEGGY Joyce Sellers has lines as smooth (or smoother) than the handsome Morgans and AC Bristols entered by Rene Pellandini at L.A. Imported Motor Show, now under way at Shrine Convention Hall. Other photos on back cover. (MOTORACING Photo by Gus V. Vignolle)

SEBRING RADIO

South Bay sports car fans may hear the Sebring radio reports all day March 21 at Clarence Raville

and Bill Doushness' new Simca showrooms at 350 Pacific Coast Hwy., in Redondo Beach, owned by Walter G. Linch. Free coffee. Free Pacific Ocean.

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San Francisco Newsletter

Dear Gus

By TOM WILSON

Most Road Race Mechanics
Lacking in Savvy

DEAR GUS:

How come the Cal Club put 37 cars on the dinky Pomona course? I thought they learned their lesson at Laguna Seca? At least they promised never to do it again. I would say that they got off lucky with only 7 in the hospital.

Of course none of the big-name Europeans finished; no one expected them to do much more than get started; 2 only lasted 2 laps and then called it a day and headed for the treasury to collect. Their big publicity name, Behra, never even got in the country. Those big names should be confined to driving those old dogs because they don't know how to decently treat a good piece of machinery. They are trained to take a new race car and beat hell out of it; it will be rebuilt after the race and sold to some American sucker. Those ex-de Foigras cars are always dogs.

It costs them nothing to beat up a car and every once in a while the machine holds together, they win a race and then they are qualified as big international stars. Even Salvadori showed that he is only human and not too hot when he spun out and wrecked the car. Gus, I don't remember ever seeing Miles or Mc Afee spin out in a race. (Ed. Note — you ain't seen nothing; I saw Miles flip a car, end over end, at Torrey Pines).

Lousy Mechanics

All of which leads up to the very inferior ability of the average road racing mechanic. Only 14, from an entry of 37 cars, finished which is below par for the jalopy races. A tour of the pit areas will disclose a terrible mess of haywire, frayed ignition wires, fuzzy fan belts and bulging water hoses.

Many races are lost due to a 15-cent part being neglected. Any pit crew allowing a frayed tire to stay on the course until it blew out, should be ruled out. In fact it might be a good deal to license these pit crews and set them down for stupidity. The race officials should be set down for inefficiency, also. Of course, the black flag would mean the loss of the race, but a blowout could cause the car to decimate the crowd, especially at Pomona.

Hail Local Boys

There are exceptions among the mechanics but the exceptions are far in the minority. If you want to see a wonderfully prepared car, take a look at Jack Hinkle's Maserati; or John von Neumann's, Jack Mc Afee's, Don Dickey's or the Scarabs. There is no reason why tech inspectors cannot get tough and insist that all motors be clean, at least in the interest of fire prevention.

Maybe those are the same guys who left the filling caps off my battery during my semi-annual service job. I found them 6

months later laying alongside and shorting out the spark plugs.

Remember, Gus, the local boys cleaned up again. We just don't appreciate the quality of the local boys. We can't see the woods through the trees.

With best regards,
tom wilson

Rallies

MARCH

- 21—Santa Monica FCCA RALLY RAPIDO Nav. 5 hrs., 1 p.m. Bob's, Sepulveda and Brand; Dash plaques for all, \$2. GR 7-2070
- 22—Pacific SCC RALLY DE WHEEL BOUNCE VI, SCCSCC Championship event for March, 9 hrs. 7 a.m. Eastland Shopping Center, West Covina \$5; Floyd Brooks—AT 4-0667.
- 23—South Bay FCCA NAVIGATOR'S REPRIEVE RALLY 4 hrs. do-it-yourself nav. 9 a.m. Archie's 174th and Crenshaw. Picnic at finish \$1.50. Tom Higgins, NE 2-7572.

APRIL

- 4-5—SCCA NOR'EASTER National Championship rally-New Jersey.
- 5—Spokane SCC EASTER RALLY, Spokane, Wash.
- 12—Astro SCC ATLAS RALLY SCC-SCC Open event, 8 a.m. Convair Astro pkg. lot, San Diego. 7 hrs. \$5, post entries \$6. Dash plaques to all, trophies 1st thru 10th. Dave Stephens, 9856 Dale Dr., Spring Valley, Calif.
- 12—Northrop RSCC FLAGRANT TOURIO RALLY 5 hrs. nav. 9 a.m., Crenshaw and Imperial \$2.

- Advance entries only, close Apr. 2 Don Black, 1008 So. Flower, Inglewood.
- 12—Orange County SCC Championship Slalom, SCCSCC championship event, Spadra and Orangethorpe.
- 18-19—SCCA GREAT CANYON RALLY National championship event, 5 a.m. Tucson, Ariz., to Grand Canyon, back to Phoenix on 19th. \$20, Ariz. Border Region SCCA, Box 5311 Tucson, Ariz.
- 21-22—Cascade SCC N. W. Conference rally \$12, incl. lodging. Box 4304 Portland, Ore.

SEBRING RACE SATURDAY . . (Continued from Page 1)

Ricardo's co-driver is unknown. It was thought he would team with Denise McCluggage.

A potent team will be Stirling Moss and Ivor Bueb, of England, in a Lister Jag. One of the Lister Jags will introduce water-cooled disc brakes. Also being picked by many is the Porsche RSK duo from So. Calif. of Ken Miles and Jack McAfee. They are picked for the index title, and many look for them to take overall honors.

A surprise move saw British Aston Martin officials sign Roy Salvadori, of England, and Carroll Shelby, Dallas, to drive a brand new AM in a challenge of Ferrari supremacy.

There is \$15,000 in prize money. A few days ago young Ricardo Rodriguez arrived here and was met by Florida's Governor Leroy Collins. "Now, young man, you be careful," the state-official admonished the Mexican sensation.

Various Rally Results

SANTA MONICA—NOVICE'S DELIGHT—MARCH 1
DICK & DIANE HARRIS RALLYMASTERS—63 CARS

POS.	DRIVER	NAVIGATOR	CLUB	CAR	ERROR
1.	Jan Woodard	Earl Woodard	Rallymasters	Corvette	3:34
2.	Bob Cole	Marie Cole	LBDSCC	MG TD	4:06
3.	Marvin Gussow	Georgia Gussow	SMFCCA	MG A	5:44
4.	Sandra Rosen	Bob Rosen	SMFCCA	TR-3	5:55
5.	Julie Dearth	Betty Hill	SMFCCA	MG A	7:08
6.	Bernice Winger	Wm. Winger	LBMG	Rapier	7:22

HARBOR SCC—REUNION LAS VEGAS—MARCH 7-8—77 CARS

1. Bill Chester	Elizabeth Chester	Rallymasters	Alfa	:11
2. Tom Cummins	Emily Cummins	LBDSCC	A-H	:17
3. Jan Woodard	Earl Woodard	Rallymasters	Corvette	:27
4. Bob Piercy	Larry Harris	SMFCCA	Alfa	:57
5. Dick Coulter	Al Nesbitt	SMFCCA	MG A	:57

AHOC DOG HOUSE—March 15—Junia Lawrence Rallymaster—40 Cars

1. Bill Brandes	Catherine Brandes	SWSCC	190 SL	:12
2. Sandra Rosen	Bob Rosen	SMFCCA	TR-3	:14
3. Bob Piercy	Larry Harris	SMFCCA	Alfa	:17
4. Scott Branson	Bernis Branson	AHOC	A-H	:22
5. Chuck Meredith	Pat Truitt	AHOC	Peerless	1:30
10. Pat Taylor (N)	Nancy Garcia	—	MG A	2:22
11. Don Nelson	Don Nelson, Jr.	AHOC	A-H	2:26

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Rally 'Round

☆ ☆ With Duane and Jerrie Sparks

From 2 widely-separated regions come greetings this week. From Jack Deno and W. R. MacMaster of the active and enthusiastic Spokane SCC we received copies of their rally codes and samples of instructions used on their recent championship event. Then Friday evening we enjoyed the company of Mr. and Mrs. Francis Starnes of Albemarle, No. Carolina, avid enthusiasts who were here for a brief visit.

It was most interesting to compare notes on techniques and methods as used in the different areas. There are substantial differences in terminology and in the use of distances and mathematical problems as speed change reference points.

Spokane writes that "I thought it was daring of me to time to the second, and then I find that you time to the 1/100 minute. Some of the navigators complained because I had a couple of speed changes less than 2 miles apart, and then I see that you go as little as .25 miles between changes." Things are about in the same stage of development in the Carolinas, too. The Starnes say no

one there worries about tire expansion problems or precise timing and that most events are won with errors exceeding 3 minutes.

Undoubtedly the evolution of the sport here has been accelerated by the keen competition among the scores of clubs in this area, made possible by the heavy concentration of sports car sales in this area. Sometimes we wonder if the technical perfection we demand of our events really is progress in the right direction—and then when we inadvertently find ourselves competing in a rally which fails to measure up to these high standards we resent the shortcomings and resolve to try to steer clear of that kind of rally.

A HECTIC JOB

Speaking of variations in use of rally terms, a recent announcement from the office of the American International Rally Oct. 13-17, brings to mind the problems Don Royer and his crew of organizers must have had in writing their book of rules for this event. Don says that the revised rules have been carefully written under the direction of Howard Frank to take into account both individual and sponsored entries so as to be equitable for all. Officials have now been appointed for each of the 8 starting locations and at 9 other intermediate check point or passage control locations. Both Dr. Gayle Preston, handling technical inspection and Charlie Schumann, in charge of the scoring crew, have indicated that their crews are now complete. Bob Sweet has been appointed the official in

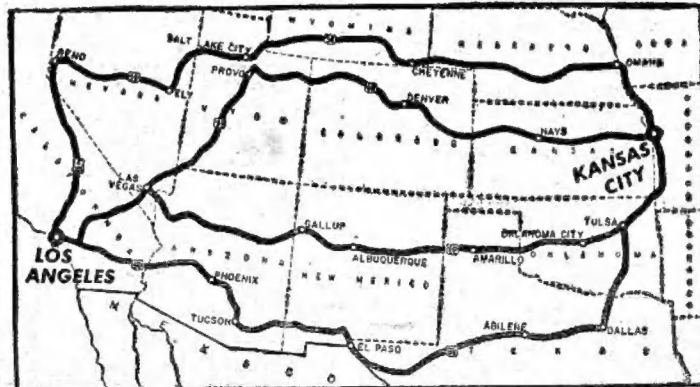
charge at the finish of the rally in Las Vegas. Gordon Madison, check point crew chief, now has 60 people from the L.A. area signed up for check point duties. It is expected that the rules book with entry blanks will be circulated to all those who have been receiving bulletins within the next several days.

MEETINGS

March meeting of the So. Calif. Council of Sports Car Clubs was held on Mar. 5 at Poinsettia playground. Incidentally, may we take this opportunity to encourage any enthusiast to attend this monthly meeting at 8 p.m. on the first Thursday. It is here that delegates from the 50-odd clubs making up the council gather to govern the various activities in which we engage with our funny little cars.

This month a couple of new championship slaloms were added to the calendar. Hughes on July 12 and Singer Owners on Oct. 25. Rally committee chairman Dick Pieper announced preliminary rating of the MARK I at approximately 76% with over 63% of rating cards in. His committee has taken on the project of preparing a guide for prospective rallymasters to assist them in avoiding the pitfalls which distress contestants. If this job is well executed and that guide is widely distributed and conscientiously used by rallymasters, the results should show up in consistently better event throughout the year. Anyone with suggestions for items to be included in this guide, please send them in to MOTORACING or to Dick.

The advisory board of the council is working to bring up to date the mailing list of delegates of all member clubs. A new roster will be available shortly.



IT'S A SECRET — The actual route of the 1959 Mobilgas Economy Run won't be announced until shortly before the start on April 5, to prevent practice run by competitors.

OPEN SUNDAYS

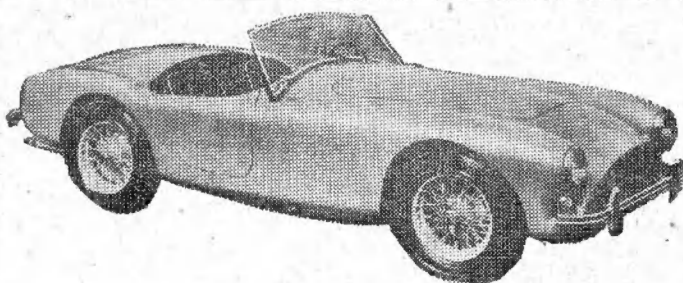
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SEBRING RACE ENTRIES

Sebring World Championship 12-Hour Sports Car Race
SEBRING, FLA., MARCH 21, 1959
(Provisional Entry List)

CLASS	DISP.	CAR	DRIVERS
Sp. GT			
E 7	1971	AC Bristol	Rix, Rahal
E 7	1971	AC Bristol	Means, Wees, Kurtz
E 7	1971	AC Bristol	Jackson-Moore, Cook
F 5	1290	Alfa-Romeo	Van Bueren, Valasquez, Mercader
F 5	1290	Alfa-Romeo	Comito, Kramarsky, Pfaff
F 5	1290	Alfa-Romeo	Grossman, Rubin
F 5	1290	Alfa-Romeo	Kaplan, Rainville
F 5	1290	Alfa-Romeo	Durant, Peck
F 7	1971	Arnolt-Bristol	Arnolt, Goldman, Durbin
F 7	1971	Arnolt-Bristol	Salvadori, Shelby
F 7	1971	Arnolt-Bristol	Sheppard, Forlong
F 7	1971	Arnolt-Bristol	Stiles, Kunz
F 7	1971	Arnolt-Bristol	Leavens, Sutherland
F 7	1971	Arnolt-Bristol	Christy, Colgate
F 7	1971	Arnolt-Bristol	Oakes, Bethell
F 7	1971	Arnolt-Bristol	Lucas
F 7	1971	Arnolt-Bristol	Laureau, Armanac
F 7	1971	Arnolt-Bristol	Bonnet, Bouharde
F 7	1971	Arnolt-Bristol	Hanna, Toland
F 7	1971	Arnolt-Bristol	Wyllie, Dietrich
F 7	1971	Arnolt-Bristol	Tweeddale
F 7	1971	Arnolt-Bristol	Martin, Wallace
F 7	1971	Arnolt-Bristol	Milliken, Ripley
F 7	1971	Arnolt-Bristol	Hill, Gurney
F 7	1971	Arnolt-Bristol	Behra, Brooks
F 7	1971	Arnolt-Bristol	Allison, Sidel, Ginther
F 7	1971	Arnolt-Bristol	Gendebien, Daigh
F 7	1971	Arnolt-Bristol	Geitner, Carveth, Andrey
F 7	1971	Arnolt-Bristol	Reed, Odell, Sturgis
F 7	1971	Arnolt-Bristol	Casner, Hunt, Collins
F 7	1971	Arnolt-Bristol	Martin, Reventlow, B. Kimberly
F 7	1971	Arnolt-Bristol	P. Rodriguez, O'Shea
F 7	1971	Arnolt-Bristol	Johnston, Lunken, Pabst
F 7	1971	Arnolt-Bristol	Schrafft
F 7	1971	Arnolt-Bristol	Blanchard, Pauley
F 7	1971	Arnolt-Bristol	Bamberger, Potter, Cronkite
F 7	1971	Arnolt-Bristol	Moss, Bueb
F 7	1971	Arnolt-Bristol	Hansgen, Crawford, Thompson
F 7	1971	Arnolt-Bristol	Cunningham, Underwood, Boss, Forno
F 7	1971	Arnolt-Bristol	Chapman, Lovely
F 7	1971	Arnolt-Bristol	Chamberlain, Weiss
F 7	1971	Arnolt-Bristol	Moran, Rand
F 7	1971	Arnolt-Bristol	Entwhistle, Hannah
F 7	1971	Arnolt-Bristol	Lawrence, Durbin, Cook
F 7	1971	Arnolt-Bristol	Trintignant
F 7	1971	Arnolt-Bristol	Ehrman, Sidel
F 7	1971	Arnolt-Bristol	Flaherty, Dalton
F 7	1971	Arnolt-Bristol	Parkinson, Pickering
F 7	1971	Arnolt-Bristol	Wright, McNeill
F 7	1971	Arnolt-Bristol	R. Rodriguez, McCluggage
F 7	1971	Arnolt-Bristol	Pabst, Makins, Eichenlaub
F 7	1971	Arnolt-Bristol	Boynton, Jeffords, Middleton
F 7	1971	Arnolt-Bristol	De Tomasso
F 7	1971	Arnolt-Bristol	Maglioli, Hermann
F 7	1971	Arnolt-Bristol	Barth, Von Trips, Bonnier
F 7	1971	Arnolt-Bristol	Von Hanstein, DeBeaufort
F 7	1971	Arnolt-Bristol	Sessler, Holbert
F 7	1971	Arnolt-Bristol	Miles, McAfee
F 7	1971	Arnolt-Bristol	Erickson, Hugus
F 7	1971	Arnolt-Bristol	Von Dory, Mieres
F 7	1971	Arnolt-Bristol	Cuevas, Martin
F 7	1971	Arnolt-Bristol	Bunker
F 7	1971	Arnolt-Bristol	Bentley
F 7	1971	Arnolt-Bristol	Kolb, Moore, Hobbs
F 7	1971	Arnolt-Bristol	McArthur, Rollason

MILES SCORES

(Continued from Page 1)

bruises. Eddie Ralphs, Azusa teenager, suffered either a broken or dislocated arm.

Yesterday, a Porsche driven by Sam Weiss, Sacramento, spun and injured the 3 flagmen — Anthony G. Kelly, Chester Anderson and Gerald Perkins. They suffered arm and leg fractures and pelvis injuries. They were taken to the Pomona hospital.

The race was stopped and restarted about one hour later.

Miles, leading under-2 liter driver, earned \$4500 — \$3000 for overall, \$1500 for under-2000cc.

2 Big Breaks

Although he drove a good, methodical race, 2 big breaks helped him. The turning point came on the 73rd lap. Bill Krause, 4.5 Maserati, who had led since the 29th lap, blew his right rear tire. He spun going into turn 4. Miles, who had been hounding him and watching the tire shred as the spring banged on it from a broken shock, passed him — and that was it.

Weiss, Porsche RSK, was 2nd, 35 seconds behind, followed by popular Skip Hudson, 4.9 Ferrari, 1 second behind (over 2000cc winner, \$1500); Krause, and Lloyd Ruby, in a big Chevy-Maserati. Only Weiss and Hudson finished in the same lap with Miles.

The 1st big break for Miles — and Krause, too — came when the early leader, Dan Gurney, in a 4.9 Ferrari, was forced out with cam trouble after leading from lap 2 through 28.

Only 14 cars from a starting field of 37 finished the race around the 2-mile, 11-turn Fairgrounds course. The big-name Europeans and Indy drivers fared badly. Not a one finished, but then they had inferior machines. Reasons for all non-finishers appear elsewhere in this issue.

Miles was never really out of contention. He was 9th the 1st time around, 8th on the 17th, 7th on the 18th, 5th on the 23rd, 4th on the 30th, 3rd on the 42nd, 2nd on the 59th, and 1st on the 73rd. He covered the distance in 1:44.58 for an average of 85.8mph. Gurney turned the fastest lap — 1:21.5.

Nearly 40,000 saw the FIA-sanctioned race, promoted by the LA Examiner, USAC and CSCC.

West Coast Driver Point Leaders

BY ERIC HAUSER

In response to many requests for clarification on MotoRacing's point scoring, the following general policy is outlined.

All races are scored by classes on a 5-4-3-2-1 basis, with some exceptions. First exception is in case of non-spectator events. If the races entry is of generally poor caliber, points will be awarded only on a 3-2-1 basis. Otherwise, non-spectator events will get full points.

Another exception is the women's races. Here, points are on a 5-4-3-2-1 basis for each of the 2 major categories — over 1500cc and under 1500cc without regard to whether cars are production or modified.

Final exceptions apply only to main events, over 2000cc modified. Here, points are awarded down to the 7th position on an over-all basis without regard to class, on a 7-6-5-4-3-2-1 basis. In the case of newspaper-sponsored Grand Prix event, points earned by the modified cars only will be doubled. Points will be awarded for both Saturday and Sunday races.

(NOTE: Scoring on Women's races has been revised for Jan. 31-Feb. 1 Pomona races).

March 10, 1959

PACIFIC COAST

POINT STANDINGS

Modified Over 2000cc	Modified Class E	Modified Class F	Modified Class G
1. Bill Krause, 4.5 Maserati	1. Ken Miles, Porsche	1. Bob Drake, Cooper	1. Art Snyder, Lotus
2. Dan Gurney, 4.9 Ferrari	2. Gordon Glycer, Ferrari	1. Joe Playan, Porsche	
3. Skip Hudson, 4.9 Ferrari	3. Sam Weiss, Porsche	2. C. R. Haworth, Porsche	
4. Richie Ginther, 4.1 Ferrari	4. Jack Nethercutt, Ferrari	3. Skip Conklin, Lotus	
5. Chuck Daigh, Buick-Kurtis	5. Ed Vincent, Ferrari	4. Harry Hanford, OSCA	
6. Lloyd Ruby, Maserati		5. Bill Leyden, OSCA	
7. Bob Oker, 4.2 Aston Martin			

Modified Class H	Class B Production	Class C Production	Class D Production	Class E Production	Class F Production	Class G Production	Class H Production	Women's Competition
1. Ed Freutel, Lotus	1. Andy Porterfield, Corvette	1. Hap Richardson, Jaguar	1. Jack Breskovich, AH 100S	1. R. Kastner, TR-3	1. John Lumkin, MGA	1. John Webb, DB	1. John Webb, DB	1. Linda Scott, Talbot
2. Charles Gardner, Lotus	2. Vince Mayell, Corvette	2. Dean Mears, 300 SL	2. Bob Harris, AC Bristol	2. Ron Bucknum, Porsche	2. Bob Greenland, Porsche	2. Ray Pickering, A-H Sprite	2. Ray Pickering, A-H Sprite	2. Marie Dixon, Maserati
3. Wm. Moile, Fairchild	3. Fred Grant, Corvette	3. Dave Ridenour, Jaguar	3. Jim Moore, Porsche	3. Gary Pickens, TR-3	3. Mark Sanders, MGA	3. Phil Binks, AH Sprite	3. Phil Binks, AH Sprite	3. Barbara Nieland, TR-3
4. Don Miller, Miller	4. Scott Briley, Corvette	4. Bill Gaskins, Corvette	4. Skip Conklin, AC Bristol	4. Chuck Parsons, Porsche	4. Ed Barker, Porsche	4. Willie West, Fiat-Abrih	4. Willie West, Fiat-Abrih	4. Gail Liebaert, AC Bristol
5. Charles Gounis, Crosley	5. Bill Gaskins, Corvette	5. Ted Roberts, Jaguar	4. Bob Windhorst, AH 100S	5. Mike Roethner, Alfa	5. Jack Gleghorn, MG TD	5. Ron Bianci, Berkeley	5. Ron Bianci, Berkeley	

POMONA QUALIFYING TIMES

POMONA INTERNATIONAL GRAND PRIX

March 7, 1959

QUALIFYING TIMES

Pos.	Car	Driver	Make of Car	Lap Time	thru traps
1	69	Gurney, Dan	4.9 Ferrari	1:20.1555	1:36.36
2	172	Unser, Jerry	5.4 Cad-Kurtis 500-X	1:21.238	1:36.36
3	6	Daigh, Chuck	6.6 500 Buick-Kurtis	1:21.46	1:29.36
4	70	Balchowsky, M	5.25 Buick Spl.	1:21.66	1:31.37
5	53	Krause, Bill	4.5 Maserati 450-S	1:21.837	1:22.41
6	98	Shelby, Carroll	5.7 Maserati 570-S	1:22.274	1:38.46
7	246	Ruby, Lloyd	5.6 Chev-Maserati	1:22.555	1:30.43
8	249	Salvadori, Roy	4.2 Aston Martin-DBR2	1:22.69	1:31.37
9	181	Amick, George	5.5 Porter Corv. Spl.	1:22.78	1:28.57
10	50	Miles, Ken	1.6 Porsche RS Spy.	1:23.08	1:16.52
11	55	Weiss, Sam	1.6 Porsche RSK Spy.	1:23.26	1:15.98
12	82	Weiler, Wayne	5.6 Corv.-Lister	1:23.32	1:29.36
13	204	Hulet, Don	5.7 Corvette Spl.	1:23.40	1:21.62
14	245	Rose, J. E.	4.5 Maserati	1:23.40	1:35.55
15	4	O'Shea, Paul	5.4 Corvette-Sadler Mk III	1:23.60	1:25.06
16	127	Flockhart, Ron	3.8 "D"-Jaguar	1:23.635	1:16.62
17	114	Jeffords, Jim	5.5 Scarab-Chevy	1:23.755	1:23.28
18	14	Flaherty, J.	3.5 Jaguar-Lister	1:24.02	1:29.36
19	184	Livingstone, F.	4.3 Corv-Eliminator	1:24.375	1:15.98
20	170	Vincent, Ed	2.0 Ferrari T. R.	1:24.51	1:15.25
21	21	Lehr, Erv	1.5 Cooper Porsche RS	1:24.538	1:24.04
22	99	Hudson, Skip	5.0 Ferrari Monza	1:24.63	1:25.81
23	9	Contrell, B.	1.7 Meyer Drake Spl.	1:24.74	1:07.75
24	138	Howard, Chas.	2.0 Maserati 200-SI	1:24.74	1:17.52
25	2	Hanford, H.	1.5 OSCA-TN	1:24.87	1:13.21
26	29	Playan, Joe	1.5 Porsche RS Spy.	1:25.07	1:16.62
27	88	Rathmann, J.	4.9 Ferrari	1:25.11	1:15.98
28	16	Glycer, G.	2.0 Ferrari T. R.	1:25.145	1:14.63
29	49	Drake, B.	1.5 Cooper Climax	1:25.17	1:13.21
30	83	Trintignant, M.	1.5 Cooper Climax	1:25.25	1:11.11
31	273	Hall, J.	4.4 Cov.-Lister	1:25.90	1:30.43
32	44	Monise, Frank	1.1 Lotus MK XI	1:26.065	1:04.65
33	102	Nethercutt, J.	2.0 Ferrari 500 TRC	1:26.22	1:13.92
34	171	Uhlrich, H.	4.5Maserati 450S	1:26.495	1:32.35
35	87	Von Trips, C W	1.5 Cooper Climax	1:26.72	98.89
36	74	Haworth, C. R.	1.5Porsche 550 Spy.	1:26.85	1:12.50
37	244	Schroder, B.	2.9 Maserati	1:26.88	1:16.62
38	59	Oker, Bob	2.9 Aston Martin-DB3S	1:27.17	1:13.09
39	27	Conklin, S.	1.3 Lotus MK XI	1:27.276	1:08.33
40	165	Cummings, M.	4.6 Corv.-Cummings Spl.	1:27.67	1:23.28
41	38	Bettenhausen T	4.4 Ferrari Monza	1:28.33	1:16.62
42	3	Kessler, Bruce	4.6 Corv-Sadler Mk.2	1:28.37	1:04.04
43	275	Dixon, John	2.0 Maserati, A6GSC	1:28.529	1:05.27
44	711	Dixon, Bill	5.5 Chrysler-Kurtis 500KK	1:28.585	1:20.00
45	93	Burt, Floyd	4.6 Buick Spl.	1:28.86	1:18.47
46	212	Katskee, Loyal	4.4 Ferraris	1:29.06	1:26.76
47	77	Leyden, Bill	1.5 OSCA Le Mans TN	1:30.38	1:09.75
48	227	Robertson, L.	1.5 Porsche 550	1:30.66	1:09.75
49	26	Hand, Bud	1.5 MG Spl.	1:32.16	92.31
50	271	Wilson, Reg	1.6 Volvo Spl.	1:35.428	91.37
51	35	Simon, H.	1.5 MG Flat Spl.	1:37.814	88.23
52	32	Pickering, R.	1.5Mk IX Lotus MG	DNF	72.29

Salvadori drove a 1.3 Lotus Mk XI Climax in GP race.

* Started GP.

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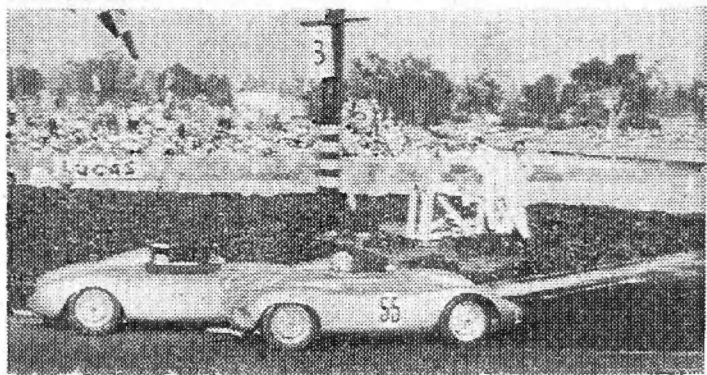
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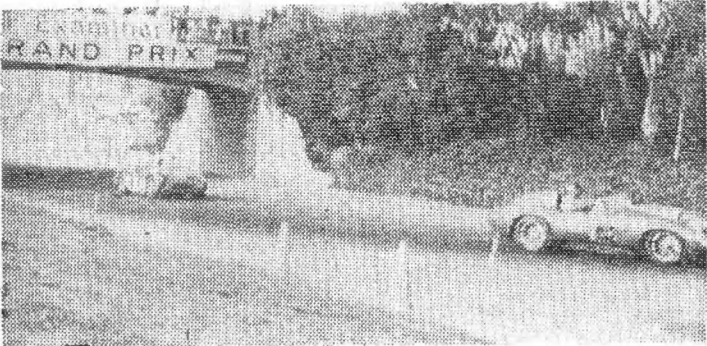
(Itinerary and full particulars are being mailed to all who have written for information.)



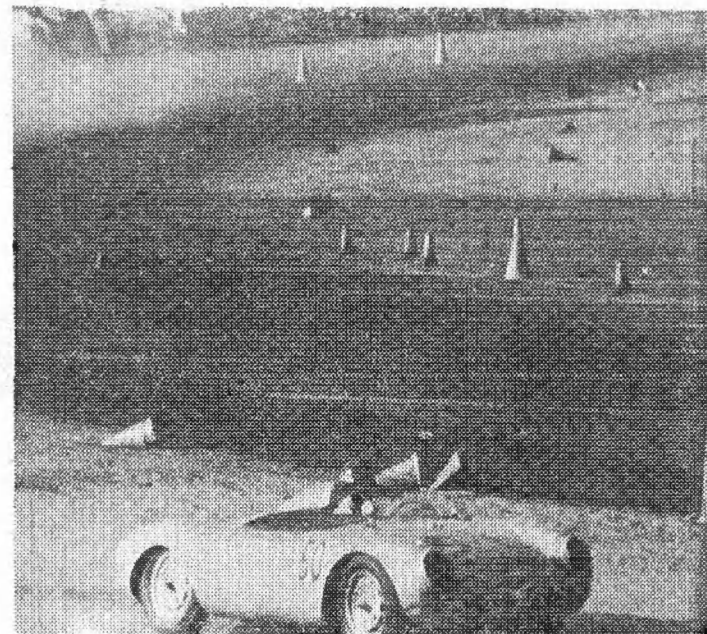
MORE POMONA RACE ACTION



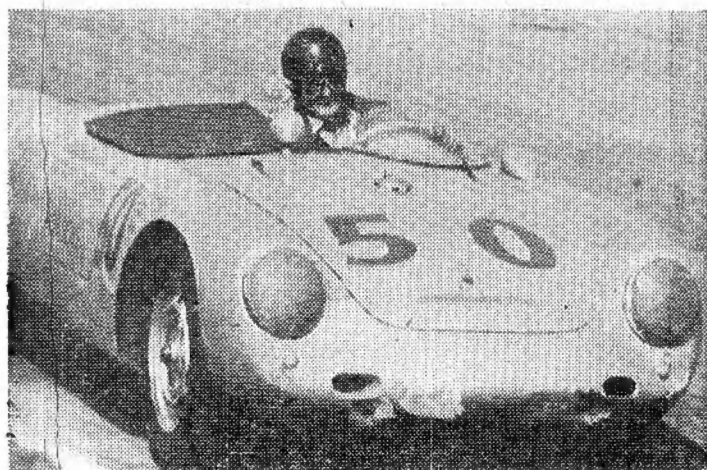
SAM WEISS about to be passed by Ken Miles.
(MOTORACING Photo by W. R. C. Shedenhelm)



SKIP HUDSON, 4.9 Ferrari, who took 3rd, leads Chuck Daigh, Buick-Kurtis.
(MOTORACING Photo by W. R. C. Shedenhelm)



MILES WASN'T always on the road as witness turn 1 action.
(MOTORACING Photo by George Woods)



BUT HERE he's back on just before heading into the tunnel
(Photo by Bill Norcross)

How Much They Made (Pomona GP)

Under 2-Liters
1. Ken Miles, Porsche RS Spyder: \$1500 plus \$3000 for 1st overall; 2. Sam Weiss (2nd o.a.), Porsche RSK Spyder: \$900; 3. Gordie Glyder (6th o.a.), Ferrari TR: \$800; 4. Joe Playan (7th o.a.), Porsche RS Spyder: \$500; 5. Ed Vincent (9th o.a.), Ferrari TR: \$200; 6. C. R. Haworth (10th o.a.), Porsche 550: \$150; 7. Jack Nethercutt (12th o.a.), Ferrari TR: \$108; 8. Frank Monise (13th o.a.), Lotus Mk. XI: \$108; 9. Bob Drake (14th o.a.), Cooper Climax: \$108.

Over 2-Liters
1. Skip Hudson (3rd o.a.), Ferrari Monza V-12: \$1500; 2. Bill Krause (4th o.a.), Maserati 450-S: \$1000; 3. Lloyd Ruby, (5th o.a.), Maserati: \$900; 4. Chuck Daigh (8th o.a.), Buick-Kurtis: \$800; 5. Frank Livingstone (11th o.a.), Eliminator: \$600. Uncollected was \$1000 in bonus money offered by a tire company.

\$500 if the 1st overall winner was RACE 4—Classes B, C, and D Prod. Fastest recorded lap: 1:28.0 — Porterfield. Time: 30.33; Laps 20; Avg. 78.6; Miles 40.

1. Mayell, Corvette 1B
2. Gaskins, Corvette 2B
3. Briley, Corv. 3B
4. Breskovich, A-H 100S 1D
5. Harris, AC Bristol 2D
6. Sturgis, Ferr. Ber. 4H
7. Mearns, Merc. 300SL 1C
8. 35 Michelmere, Por. Carr. 3D
9. 47 Moore, Por. GT Carr. 4D
10. 71 Keenan, Por. GT Carr. 5D
11. 73 Brophy, Por. Carr. 6D
12. 1L90 Richardson, J. XK120M 2C

DNF: Jensen, Bondurant, Ardoin, Hoffman, Ridenour, Porterfield, (LBMG Club Scoring Team)

using its product, \$300 if the 2nd place car was, and \$200 if the 3rd was. None were. (In view of SCCA rules on acceptance of prize money, MOTORACING is not saying that all of the aforementioned pocketed the amounts credited to them).

POMONA CHARTS AND SUMMARY

POMONA GRAND PRIX
March 8, 1959—Course: 2 Miles
Fastest recorded lap: 1:31.5, Dan Gurney, Time 1:44:58 Laps 75 (150 Mi.) Avg. 85.8.

POS.	SEC.	BEHIND	DRIVER	CAR	CLS.	POS.
1			Miles, Por. RS		1E	
2			35 Weiss, Por. RSK		2E	
3			36 Hudson, 4.9 Fer.		1C	
4			1L31 Krause, 4.5 Mas.		2C	
5			57 Ruby, 5.6 Chev. Mas.		1B	
6			59 Glyer, Fer. TR		3E	
7			21.3 Playan, Por. RS		1F	
8			29 Daigh, Buick-Kur.		2B	
9			3L71 Vincent, Fer. T R		4E	
10			5L15 Hawthorth, Por. Spy.		2F	
11			30 Livingstone, Chev. Eli.		3C	
12			6L62 Nethercutt, Fer. TRC		5E	
13			8L41 Monise, Lotus MK XI		1G	
14			23L101 Drake, Cooper Sports		3F	

DNFs by MARIE DIXON

DID NOT FINISH—Hanford, O.S. CA, engine froze; Kessler, Sadler Mk II, spun on oil slick; O'Shea, Sadler Mk III, team withdrawal; Flaherty, Lister Jag; Lehr, Cooper; Salvadori, Lotus, hub broke; Bettenhausen, Ferrari Monza, clutch; Oker, Aston Martin, ignition failure; Gurney, Ferrari, sheared cam; Balchowsky, Buck Spl., dropped rod; Weiler, Lister Corv., rear end; Trintignant, Cooper, carburetor; Von Trips, Cooper, rt-rear hub; Rathmann, 4.9 Ferrari, over heating; Shelby, Maserati, brakes; Jeffords, Scarab, fuel injection trouble; Flockhart, D Jag., connecting rod broke; Perkins, Maserati; Unser, Cad-Kurtis, broken battery; Amick, Chev-MB Spl., broken drive shaft; Huette, Corv. Spl., busted piston; Schroeder, Maserati; Hall, Lister Chevy, over-heating.

(LBMG Club Scoring Team)

March 7, 1959

RACE 1, Prod. F, G, & H—5 laps, time 8:02, avg. 74.6mph. 1) Lumkin, MGA; 2) Roetner, Alfa Romeo Veloce; 3) Greenland, Porsche Spd. CLASS F: Lumkin, G: Hayward, Alfa Romeo Spd., H: Webb, Deutsch Bonnet.

RACE 2, Prod. E—5 laps, time 7:52, avg. 76.1mph. 1) Bucknum, Porsche Sp. Spd; 2) Parson, Porsche Carr.; 3) Pickens, TR-3.

RACE 3, Mod. G & H—5 laps, time 7:34, avg. 79.2mph. 1) Snyder, Lotus LeMans; 2) Reddish, Lotus Mk. XI; 3) Gordon, Cooper Climax. CLASS G: Snyder, H: Gardner, Lotus Club.

RACE 4, Prod. B, C & D—5 laps, time 7:27, avg. 80.4mph. 1) Bondurant, Corvette; 2) Porterfield, Corvette; 3) Briley, Corvette. CLASS B: Bondurant, C: Ridenour, Jag. XK120M, D: Harris, AC Bristol.

RACE 5, Consolation, G. P. non-qualifiers—5 laps, time 7:14, avg. 83.0mph. OVER 2-LITERS: 1) Kessler, Sadler Mk. II; 2) Oker, Aston Martin DBR2; 3) Dixon, Kurtis Chrysler. UNDER 2-LITERS: 1) Conklin, Lotus Mk. XI; 2) Schroeder, Maserati; 3) Robertson, Porsche 550.

RACE 6, Qualifiers for G. P.—10 laps, time 14:01, avg. 85.6mph. OVER 2-LITERS: 1) Krause, Maserati 450-S; 2) Gurney, Ferrari 4.9; 3) Unser, Kurtis Cad. 5.4 UNDER 2-LITER: 1) Miles, Porsche RS Spyder 1.6; 2) Drake, Cooper Climax 1.5; 3) Glyer, Ferrari 1.9.

Sunday, March 8

RACE 1—F, G, & H Prod. Fastest recorded lap: 1:32.5—Lumkin. Time 31:14, Laps 20, Avg. 76.8, Miles 40. *—Seconds Behind.

Pos.	* DRIVER	CLASS	POS.
1	Lumkin, MGA		1F
2	7 Greenland, Por. Spd.		2F
3	29 Aldhous, Alfa Vel		3F
4	32 Froines, Alfa Vel		4F
5	38 Sanders, MGA		5F
6	55 Hathaway, Alfa Vel		6F
7	80 Lee, Alfa Vel		7F
8	91 Roetner, Alfa Vel		8F
9	1L15 Laschiver, Pors. S Std.		9F
10	24 Hayward, Alfa Spyd.		1G
11	27 Webb, Deutsch Bon.		1H
12	31 Pickering, A-H Sprite		2H
13	42 Cooper, MGA		10F
14	100 West, Fiat Aba. Zag.		3H
15	101 Smith, MGA		11F
16	2L2 Dredge, MG TC		2G
17	67 Blinks, A-H Sprite		4H
18	90 Graham, Volvo B-16B		12F
19	3L57 Sauer, MGA		13F
20	68 Beem, Berk. Excel.		5H
21	5L22 English, Alfa Spyd.		3G
DNF	Watkins, Loudon, Shattuck, McKee, and Boyce.		

RACE 2—Class E Prod. Fastest recorded lap: 1:32.8—Bucknum. Time 31:33, Laps 20, Avg. 76.1, Miles 40.

1. Parsons, Por. Carr. GT 1E
2. 7 Kastner, TR-3 2E
3. 34 Pickens, TR-3 3E
4. 35 Gebhard, Morgan Plus 4 4E
5. 41 Spencer, Morgan TR-3 5E
6. 50 Bucknum, Por. Su. Spd. 6E
7. 60 West, Morgan TR-3 7E
8. 62 Parkinson, MG D.O.C. 8E
9. 67 Bundy, A-H 9E
10. 1L16 Ostland, TR-3 10E

DNF: Richardson, Edinger, Low, Deeter and Chamberlain.

RACE 3—Classes G and H Mod. Fastest recorded lap: 1:27.5—Conklin. TIME 31:06, LAPS 21, Avg. 81, MILES 42.

*—Seconds Behind.

POS.	* DRIVER	CLASS	POS.
1	Conklin, Lotus Mk XI		1F
2	19 Dixon, Kurtis Chrysler		1B
3	35 Cummings, Spec. Cum.		1C
4	39 Snyder, Lot. Le Mans 15		1G
5	52 Leyden, OSCA		2E
6	1L20 Reddish, Lotus Mk XI		2G
7	77 Priest, Volvo Spec.		1E
8	78 Hand, MG Spec.		3F
9	85 Mollie, Fairchild Spec.		1H
10	2L26 King, Miller Crosley		2H
11	3L84 Gounis, Fiat-Crosley		3H
12	4L17 Block, Renault Ferry		4H
13	5L13 Newman, Lotus Mk IX		3G

DNF: Jones, Simon, Freutel, Burgraff, Miller, Wester and Gordon.

Marie's Clipboard

BY MARIE DIXON
Pomona Grand Prix

Sunday, March 8

The movie colony was present, the MGM Sports Car Assn. turning out in grand style with a husband of people, refreshments and all. Seen were Frank Jenks, Larry and Sheila Schneider, David Niven and Jack Reddish. It was a beautiful day and 40,000 fans were on hand.

Lujie Lesovsky reported at the Victory banquet that Virginia Beers, Joe Weissman and Bruce Kessler, who were involved in the accident, are coming along nicely. Lujie also said that all protests were weighed and none was allowed.

Harold Broughton is to be commended for his quick thinking and fast movements in the emergency. He's the fellow who appeared from nowhere with the red flag.

Tony Bettenhausen—week before the race: "I have been quoted as saying it will take me 3 laps to adjust to the angularity of the turns in sports car racing. I was misquoted. It might take 4." (After practice: "I can't keep the car under me. Those other cars were going by me 40-mph faster.")

Clem Proctor didn't get any farther than practice and an expensive practice it was. He blew all the rods and mains in his Cooper Spl. Thought Frank Monise had blown the Lotus again when we saw him roll to a stop on the rear of the course during the Sat. 10-lapper. It turned out to be a broken universal joint. He also broke one in practice.

Max Balchowsky had his share of trouble. On Sat. he dropped 3rd gear; Sun. it was the rod.

Charles Howard was all set to drive his Maserati when he broke

a half shaft in the Sat. 10-lapper. That finished him for the week-end. Dan Gurney broke the lap record during qualifying in the 4.9 Ferrari. He tuned 1:20.155. Previous record was held by Miles at 1:21.30.

In the consolation race for non-qualifiers on Sat. Johnny Dixon had a solid 2nd place in under 2-Liters in DeMuniz's Maserati when the clutch blew, turning Johnny into a spectator.

In the Sat. prod. race, Bob Bondurant and Andy Porterfield had a battle royal for 1st place in their Corvettes. Bob came out on top by 2 seconds. Sun.'s both men retired. Bondurant blew the porcelain out of a plug and Porterfield dropped the bottom pulley off his generator.

The winner, driving his 2nd race, was Vince Mayell, in another Corvette.

Roy Salvadori drove Skip Conklin's Lotus in the Grand Prix after the Aston Martin threw a rod.

Jerry Unser switched to the Cad-Kurtis after he dropped the transmission in the Hanson Spl.

Harry Hanford had a rough ride. Bad enough that the OSCA wasn't running smoothly, but to make matters worse Harry picked up a touch of the intestinal flu on Sat.

The blowout on Bill Krause's Maserati was caused by a broken shock. The spring was hanging down and cut through the tire. When Bill picked up his \$1000, he said he would like to meet Miles again in exactly the same cars—at Riverside.

A ruling before the races stated that each driver to complete 38 laps would receive \$75. As it turned out, the Examiner awarded \$108 to all who didn't finish regardless of how many laps they drove.



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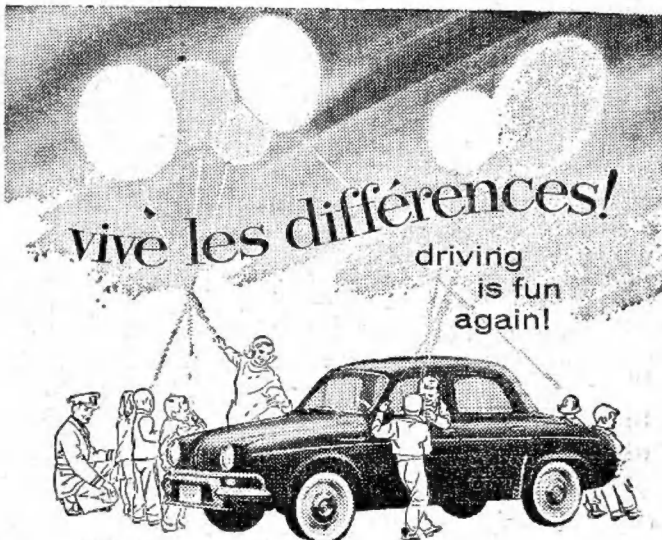
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PERSONALS

★ About People in Racing and Rallying

BY GERI FLEMING

Ruth Levy entertained 60 of Europe and America's racing greats prior to the Grand Prix. Mary Davis' racing story being prepared by Donn Munson. Carroll Shelby and lovely Jan Harrison dining with John Edgar and Steve Mason at the Grand Prix restaurant. Stan Sugarman, well on the road to recovery following his accident at El Paso's speediest. "Slats" Stattery's plan to purchase a new NSU Prinz (that's a car!) fell through. Jim Peterson, former topflight Jag driver, will be at the controls of SCCA's local contest board. Herbert Byrne has taken leave of California in favor of Florida. Didja Know Dept. — John Edgar is a photographer? ? ? John took a picture of Jayne Mansfield with a telescopic lens at 10 FEET!! Don Veta recently completed the purchase of a restaurant in Phoenix which will cater to the sports car crowd. Congratulations to the Stuart Daves on the birth of their baby daughter. Lindley Bothwell elected to help plan events for SCCA's Area 10 (Western Division) during '59 and '60. Linda Scott made a lovely queen for the Le Cercle Concours d'Ele-

12 FASTEST TIMES DOWN THE MAIN STRAIGHT

(Pomona Grand Prix)		
1. Carroll Shelby	5.7	Maserati 570-S
2. Jerry Unser	5.4	Cad-Kurtis 550
3. Dan Gurney	4.9	Ferrari
4. J. E. Rose	4.5	Maserati
5. Hale Ulrich	4.5	Maserati 450-S
6. Max Baichowsky	5.2	Buick Spl.
7. Roy Salvadori	2.9	Aston Martin DB35 (2.9)
8. Lloyd Ruby	5.6	Chev-Maserati
9. Jim Hall	4.4	Lister Corv.
10. Chuck Daigh	6.6	Buick-Kurtis 500
Wayne Weiler	5.6	Lister Corv.
Jack Fiaherly	3.5	Lister-Jaguar (3.5)

gance at Stear's Restaurant for the benefit of the Leukemia Research Foundation. Betty Shutes, plugging the "fashion show of cars" on Chef Milani's early morning TV show.

The traffic has been hectic at Worldwide Import in West LA since arrival of those beautiful AC Bristols from Britain. Rene Pellandini, the new distributor, has had to add parking space to handle the curious, driving along Sepulveda Blvd. Rene suggests AC owners contact him to discuss any questions they may have on parts and service and also the formation of an AC Owners' Club. Willie Witkin, who at one time was suing Chrysler for millions for allegedly taking Simca away from him, is back from Europe. He's going to handle the Skoda. Dave Howard left Witkin

and has joined Wallace Trading in Phoenix, which handles Datsun. Ace publicist Pat Fitzgerald is leaving SF and is due to grab some pubrel accounts from a co-terie of local clowns who have earned the displeasure of their clients.

Walt Hansen elected president of the Eastern Road Racing Drivers Club. John Cox succeeds Chick Leson in the No. Calif. group. Toby Palmieri caught Gordon Crowder and Bob Drake "bench racing" at Pomona on film. MOTORACING'S deepest sympathy is extended to Leon Miller's family — Leon, popular Lotus driver (Wotus Dwyson), passed away March 1 from cancer. Sunnie Baker of Jay's Sports Car Accessories, will be vying for honor in the Mobile Gas Economy Run. Congratulations to Bill Dredge and staff for the excellent Imported Car magazine section which recently appeared in the LA Times.

SHORT TAKES



Because of "something she wrote," Scribe Dusty Brandel was exiled to the pits from the officials' area at Pomona. Eduardo Dibos, who took 5th in a Daytona 100-miler (T-Bird), is the popular Peruvian driver who raced at San Diego some time back. Claude Sterez, top French driver, was killed during a rally at Reims circuit. Fred and Jack Pfisterer were here from NY to cover the Pomona race for an eastern paper. Jackie, among others, could not believe the crack from the Cal Club's press agent when an official accident statement was requested from him. There is open rebellion in Mexico by a number of pilots against 2 race groups, FADEM and ANA, the FIA rep. And the press is bel-lowing over lack of races at the new autodrome. Motor Scooter rally starts in Hollywood April 5. Looks as though the Ferrari teams shapes up as follows: Behra, Hill, Gendebien, Allison and Gurney. Chuck Daigh will drive in sports car races for John Edgar this year, starting with Daytona 1000-km race April 5.

PORSCHE ON TOP
A manufacturers' point standings, based on the top 10 finishers at Pomona, using 10 pts. for 1st, 9 for 2nd, etc. gives Porsche 24 pts., Ferrari 15, Maserati 10 and Buick-Kurtis 3.

NO. CALIF. RACE

Next races in No. Calif. will be the Stockton Airport Regional, sponsored by the Stockton Lions Club, April 18-19. Entry blanks may be secured from the SCCA office at 2001 Van Ness Ave., S.F.

INDY ENTRANTS

INDIANAPOLIS, March 18 — Bob Veith, Oakland, Calif., and former 500 winner Pat Flaherty, Chicago, will be teammates on the John Zink Heater Specials at Indianapolis May 30.

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L. A. Imported Car Show



DRAWING HUGE crowds is the Imported Motor Car Show, which runs through March 22 at Los Angeles' Shrine Convention Hall. Nearly 200,000 are expected to view the 160 cars. Above: Fred Tabery, show director, is surrounded by bevy of Japanese beauties exploiting the new Prince Skyline entered by Michael J. Daugherty of Cameron-Daugherty Corp. Right: Ruth Squires enhances one of the popular French DB coupes. Hal Moody's Michelin X tire display is in background. Below: Armand Garnier checks one of the show's most unusual exhibits, the French Citroen, recent Monte Carlo rally victor. Elevated on pedestal, aerodynamic lines and Parisienne styling stand out. Car has won international style awards. Please turn to Pg. 3 for photo of Morgan and luscious beauty Joyce Sellers.

(MOTORACING Photos)

